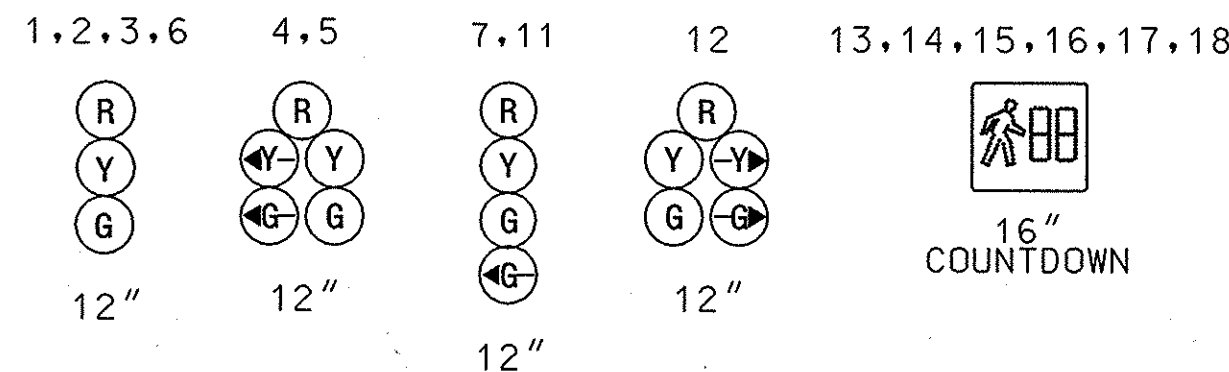
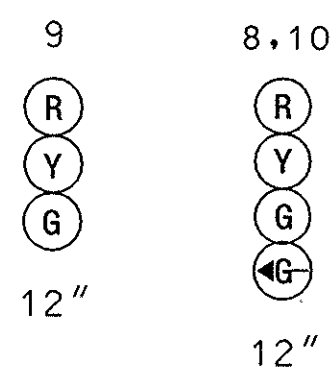


US 29 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

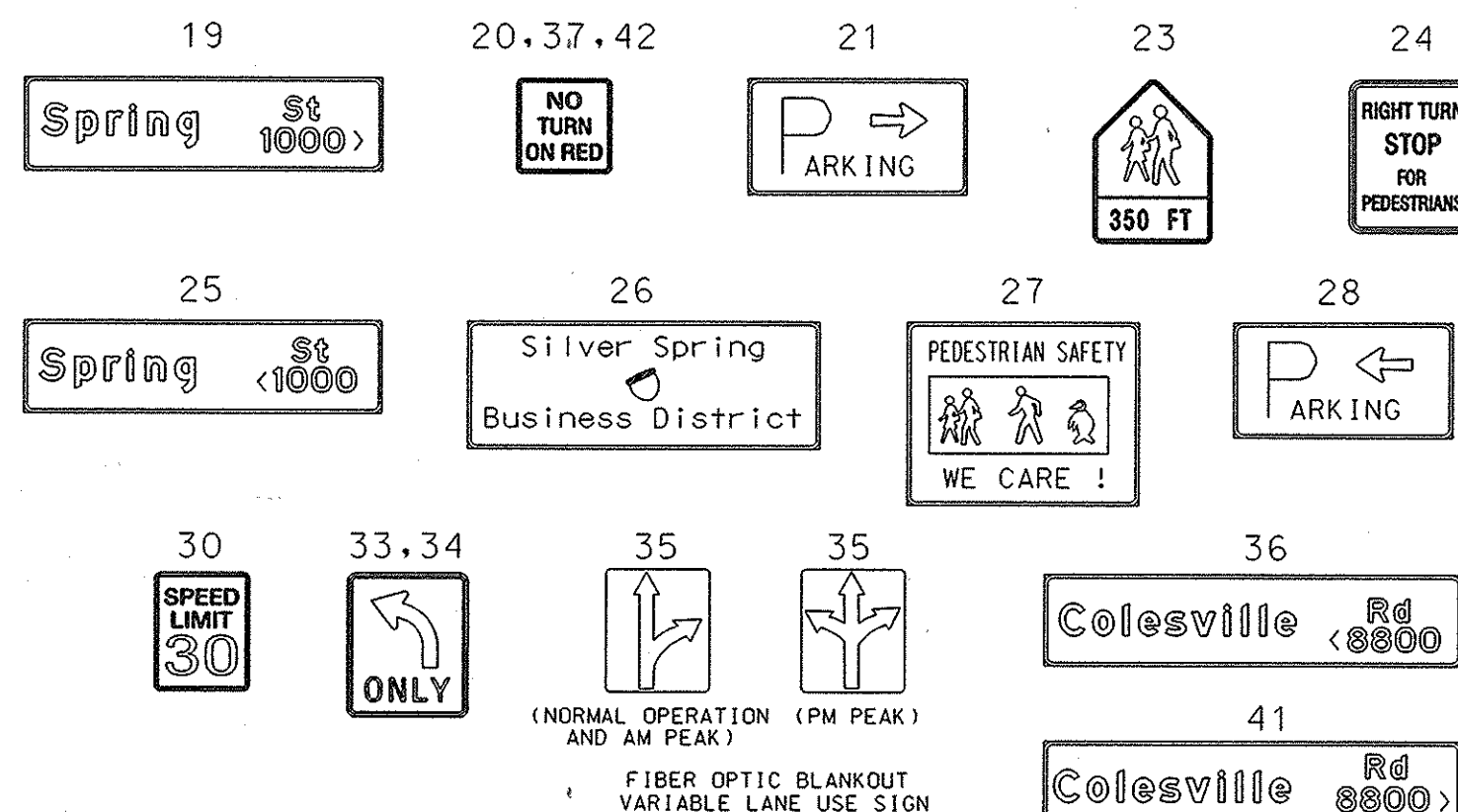
### PROPOSED LED SIGNALS



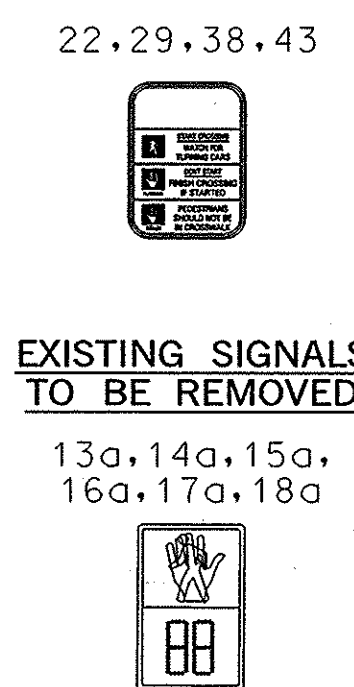
### PROPOSED LED SIGNAL MODULE UPGRADE



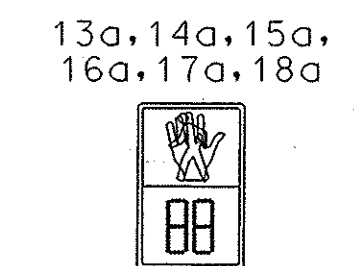
### EXISTING SIGNS TO REMAIN



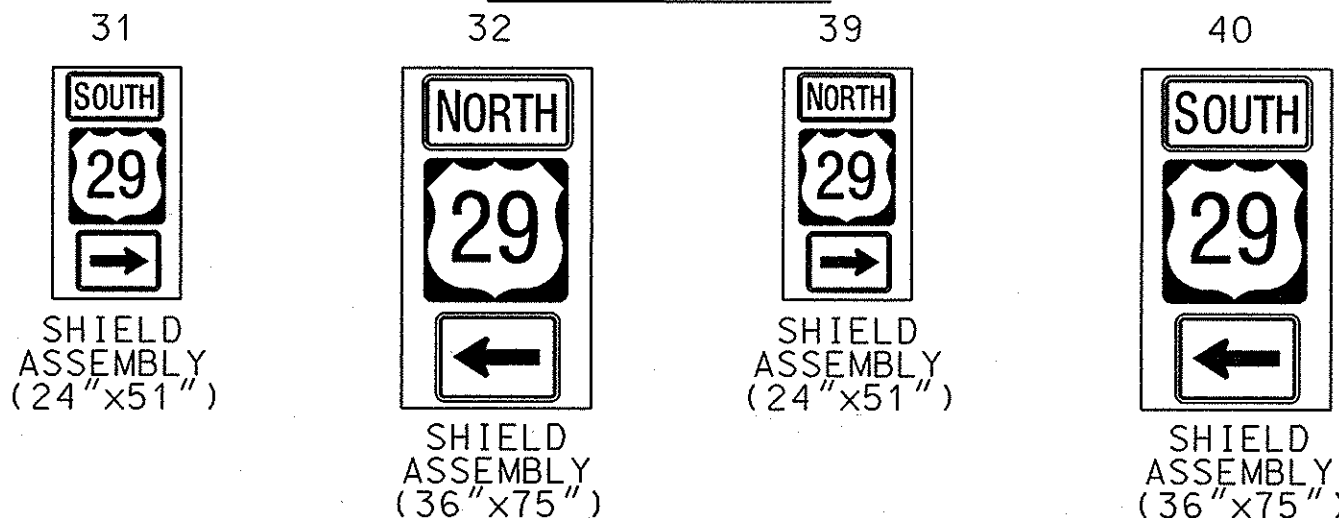
### EXISTING SIGNS TO BE REMOVED



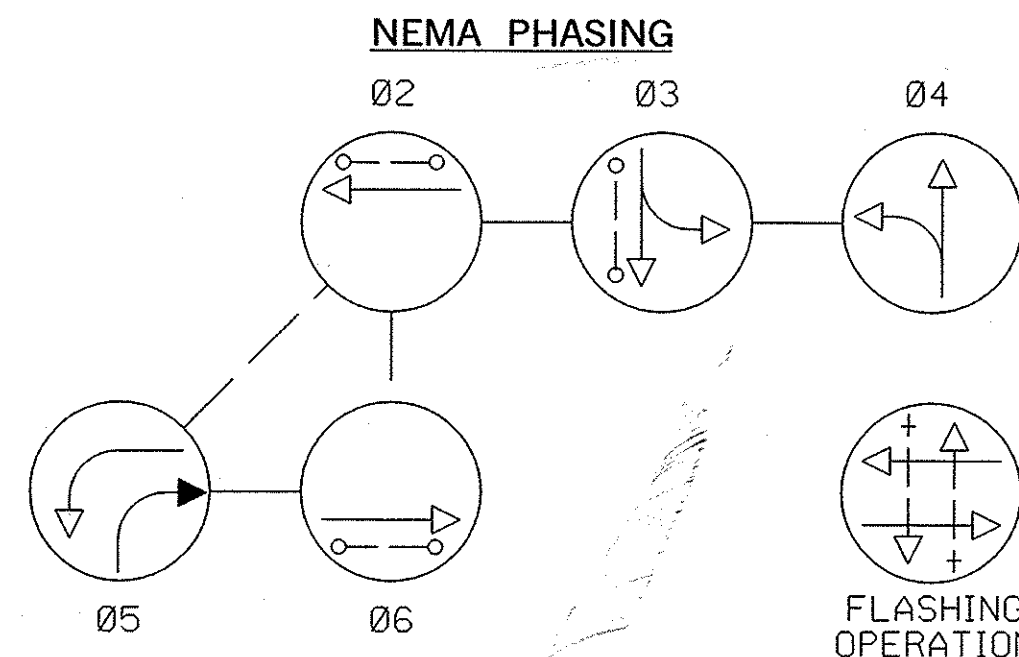
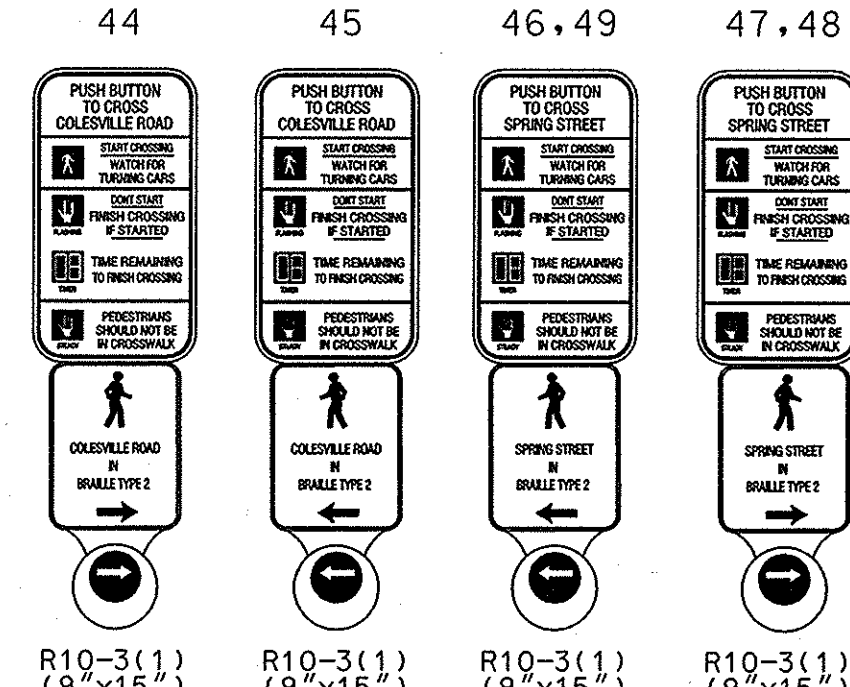
### EXISTING SIGNALS TO BE REMOVED



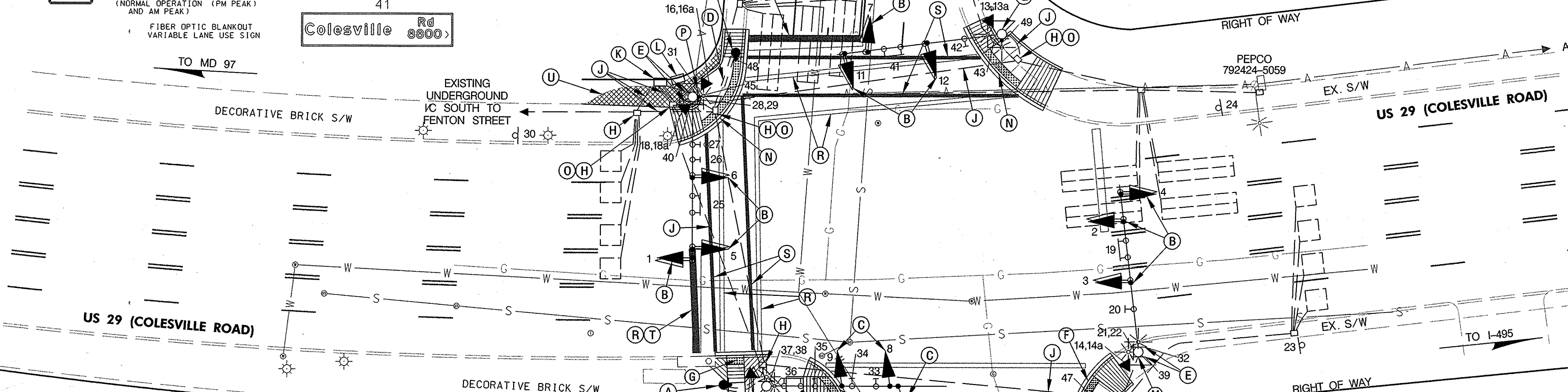
### PROPOSED SIGNS



### PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN



NOTE 1: PHASES ASSOCIATED BY A DASHED LINE MAY/ WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.  
NOTE 2: TWO CENTER LANES NB & SB ARE REVERSIBLE TO PROVIDE FOUR LANES: SB 0630-0930 M-F AND NB 1600-1900 M-F



### CONSTRUCTION DETAILS

- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE (CUT TO 5 FT.) WITH FOUNDATION ACCESSIBLE PEDESTRIAN PUSHBUTTON, AND R10-3(1) "PUSH BUTTON TO CROSS COLESVILLE ROAD OR SPRING STREET" CUT, CLEAN, AND CAP PEDESTAL POLE (NOTE: 1-3 IN. PVC 90 DEGREE BEND) (PAINT PROPOSED SIGNAL POLES TO FEDERAL BROWN).
- REMOVE EXISTING VEHICULAR TRAFFIC SIGNAL HEAD AND INSTALL NEW LED VEHICULAR TRAFFIC SIGNAL HEAD.
- INSTALL LED SIGNAL HEAD MODULES.
- INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) PRIOR TO SIDEWALK RAMP CONSTRUCTION.
- INSTALL OVERHEAD SIGN.
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT SHA STD. MD 655.12 SIDEWALK RAMP (9 FT. x 5 FT. LANDING 8 FT. SIDE FLARES) WITH DETECTABLE WARNING SURFACE SHA STD. MD 655.40.
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT SHA STD. MD 655.11 SIDEWALK RAMP WITH DETECTABLE WARNING SURFACE SHA STD. MD 655.40.
- USE EXISTING HANDHOLE.
- USE EXISTING CONDUIT.
- USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
- REMOVE EXISTING CABINET BASE 12 INCHES BELOW GRADE.
- REMOVE EXISTING OVERHEAD SIGN AND PEDESTRIAN SIGNAL HEAD(S). INSTALL NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD(S) ON EXISTING SIGNAL POLE.
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT NEW SIDEWALK RAMP WITH DETECTABLE WARNING SURFACE SHA STD. MD 655.40 (SEE SW OR NW SIDEWALK RAMP DETAIL THIS SHEET).
- ADJUST HANDHOLE TO GRADE.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD(S) AND INSTALL NEW COUNTDOWN PEDESTRIAN SIGNAL HEADS WITH ACCESSIBLE PUSHBUTTON AND SIGN R10-3(1) "PUSH BUTTON TO CROSS COLESVILLE ROAD".
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND INSTALL NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH ACCESSIBLE PUSHBUTTON AND SIGN R10-3(1) "PUSH BUTTON TO CROSS SPRING STREET".
- REMOVE EXISTING PAVEMENT MARKINGS.
- INSTALL 12 IN. HEAT APPLIED WHITE PERMANENT PERFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
- INSTALL 24 IN. HEAT APPLIED WHITE PERMANENT PERFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE.
- REMOVE PORTIONS OF EXISTING DECORATIVE BRICK SIDEWALK AS SHOWN ON PLANS (SEE NOTE 20).

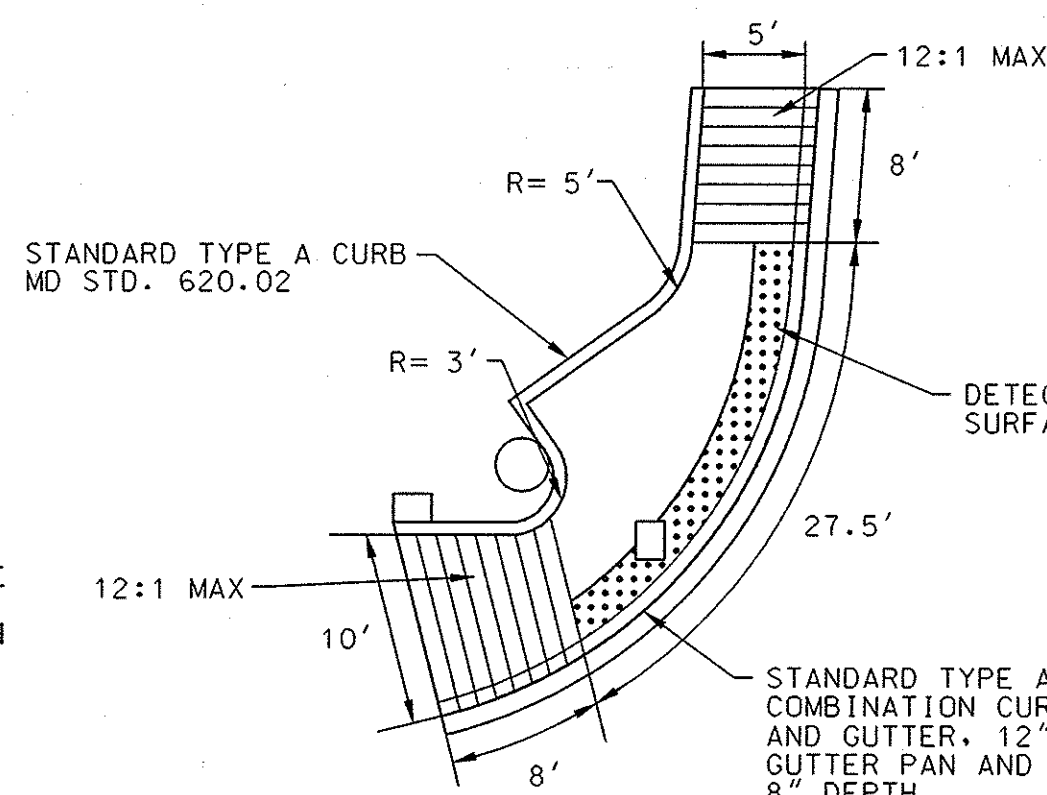
### GENERAL NOTES

- MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
- THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- MONTGOMERY COUNTY WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
- THE CONTRACTOR SHALL CONTACT MCDP&T TMC AT 240-777-2100, 72 HOURS PRIOR TO MARK UNDERGROUND SIGNAL EQUIPMENT.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
- THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE LOCATION(S) PRIOR TO INSTALLATION.
- SEE GENERAL INFORMATION SHEET FOR SIGNAL POLE, APS LAYOUTS.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.24 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.

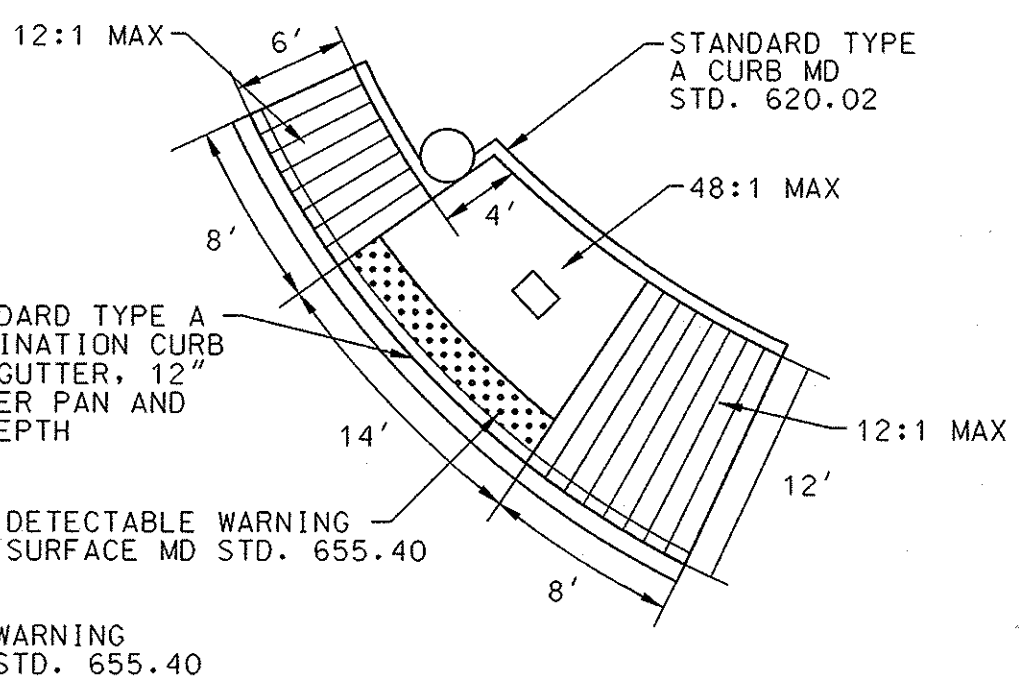
### GENERAL NOTES CONTINUED:

- THE 10 FT. SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM THE FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE.
- ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO MONTGOMERY COUNTY FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. KEITH LORD TO COORDINATE AT 301-279-1291.
- THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE SIDEWALK AT THE NEAREST JOINT.
- THE CONTRACTOR IS TO REMOVE THE BRICK SIDEWALK AND REPLACE IT TO THE ORIGINAL LAYOUT.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60 IN. x 60 IN. LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON NEWLY CONSTRUCTED RAMPS.
- THE CONTRACTOR SHALL RELOCATE THE EXISTING POTTED PLANTS IN THE SW CORNER AS NECESSARY.
- THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS NOT TO DISTURB EXISTING CONDUIT WHEN REMOVING THE DECORATIVE BRICK SIDEWALK IN THE SW CORNER.

### SW SIDEWALK RAMP DETAIL (NOT TO SCALE)



### NW SIDEWALK RAMP DETAILS (NOT TO SCALE)



SHA

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
US 29 (COLESVILLE ROAD)  
AT SPRING STREET

### TRAFFIC SIGNALIZATION PLAN

SCALE 1"=20'	DATE 06-20-96	CONTRACT NO.
DESIGNED BY	COUNTY MONTGOMERY	
DRAWN BY Jeff Henkel	LOGMILE 15002301.04	
CHECKED BY	T.I.M.S. NO. 1354	
F.A.P. NO.	TOD NO.	
DRAWING NO. TS-472C	SHEET NO. 1 OF 2	

STV Incorporated  
engineers/architects/planners/construction managers  
7125 Ambassador Road Baltimore, MD 21244-2722 (410) 944-9112

UTILITY LEGEND			
—E—E—	ELECTRIC CABLES	—SD—SD—	STORM DRAIN
—A—A—	AERIAL CABLES	—G—G—	GAS MAIN
—T—T—	TELEPHONE CABLES	—W—W—	WATER MAIN
—F—F—	FIBER-OPTIC	—S—S—	SEWER MAIN

APPROVALS	REVISIONS
TEAM LEADER	1. INSTALL CONCURRENT RT TURN PHASE FOR NB SPRING ST AND ADD APS 7/2007
ASST. DIR. CHIEF	2. INSTALL PEDESTRIAN PHASE ACROSS NORTH LEG OF INT. 10/2000
DIVISION CHIEF	3. A 9-23-96 MODIFY SIGNAL DUE TO CHANGES, ADD TRIPLE L/T TO EB SPRING ST SHA NO. BW924M82
OFFICE DIRECTOR	

PLOTTED: Friday, July 06, 2007 AT 10:29 AM  
FILE: I:\PROJECTS\0812519\0812519\_0003\Drawings\TRAFFIC-SG-P000\_US29.dgn